New computerised Transit System – P5 (NCTS-P5)

Information session will commence shortly
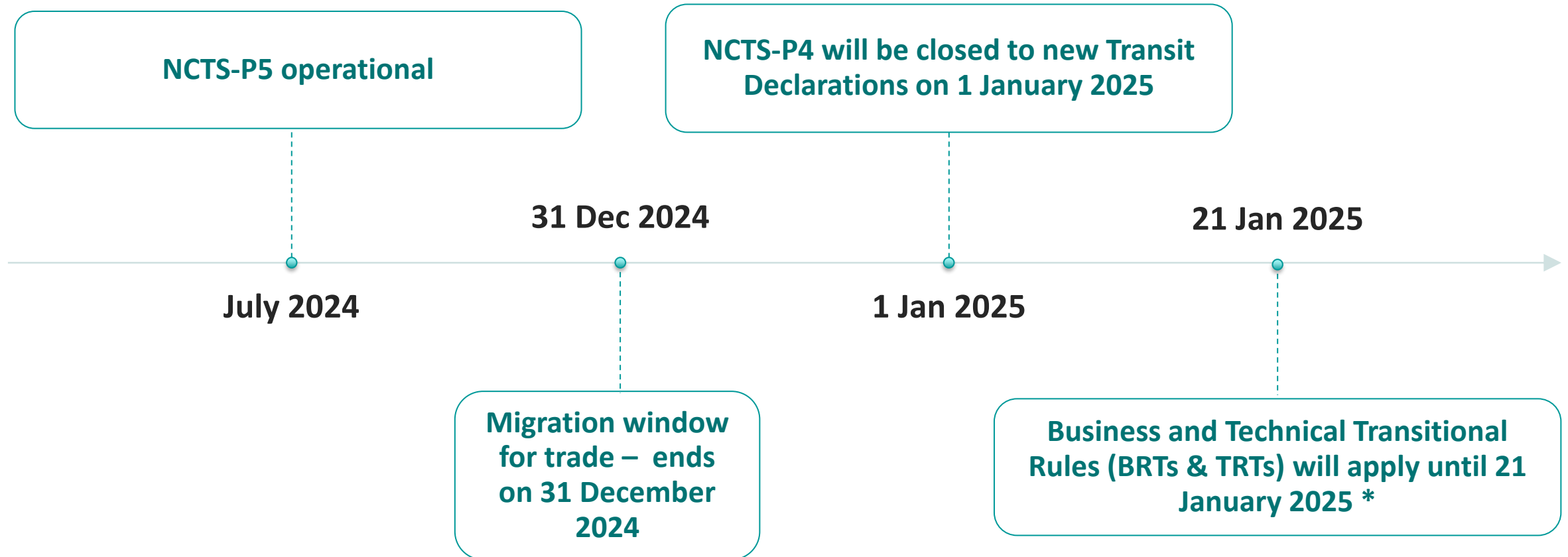
Please mute your microphones

Information Session Overview

- Understand the timelines for the implementation of NCTS-P5

- Understand what is new in NCTS-P5 final mode?

- Common mistakes to avoid – troubleshooting in NCTS-P5

- Electronic risk analysis – How this will affect trade?

- Export followed by transit – New functionality to be deployed in 2025.

NCTS-P5 - Key Dates

NCTS-P5 operational

NCTS-P4 will be closed to new Transit Declarations on 1 January 2025

31 Dec 2024

21 Jan 2025

July 2024

1 Jan 2025

Migration window for trade – ends on 31 December 2024

Business and Technical Transitional Rules (BRTs & TRTs) will apply until 21 January 2025 *

*This date should be configurable in systems

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NCTS-P5 – Transit declarations commenced in NCTS-P4

Transits commenced in NCTS-P4 will continue to receive responses in NCTS-P4 until the movement is closed out

→

Traders will need access to NCTS-P4 until all transit movements commenced in NCTS-P4 are closed out

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National Transits – Migration Window Rules

- If a trader submits a national transit (IE015) to P4, then the OoDes closure (IE007 or officer via the screens) will need to be done in P4

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- If a trader submits a national transit (IE015) to P5, then the OoDes closure (IE007 or officer via the screens) will need to be done in P5.

- As the movements need to start and finish in the same system trade need to be careful during the migration period especially where the company starting the movement is different to the company receiving the goods.

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The Master Reference Number (MRN) Structure

- When NCTS-P5 is implemented, the pen-ultimate character of the MRN will indicate if S&S was included.

CODE	Procedure
A	EXPORT ONLY
B	EXPORT AND EXIT SUMMARY DECLARATION
C	EXIT SUMMARY DECLARATION ONLY
D	RE-EXPORT NOTIFICATION
E	DISPATCH OF GOODS IN RELATION WITH SPECIAL FISCAL TERRITORIES
J	**TRANSIT DECLARATION ONLY**
K	**TRANSIT DECLARATION WITH SAFETY AND SECURITY DATA**

Example - 24IEDUB100000TMA**K**6

- The pen-ultimate character is 'K' which identifies this MRN for transit declaration with S&S declaration.

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NCTS-P5 – Multiple Consignors

- Currently in NCTS-P4 multiple consignors and consignees can be entered on the transit declaration at item level

- During the transition period it is not possible to enter multiple consignors at house consignment level, but you can enter multiple consignees

What should you do during the transition period in case of multiple consignors?

1. Declarants should **not** enter any consignor at house consignment level
2. Continue to enter all goods and all relevant consignees at house consignment goods Item level
3. Ensure all business records are maintained for every consignor/consignee movement so that in the event of further checks being requested, documentation is available.

*Where there is only one consignor, you can enter the consignor details at master consignment or house consignment level.

NCTS-P5 FINAL MODE

Final Mode(FM)
v
Transition Period (TP)

Key changes

Mandatory 6-digit HS code for all goods – Goods description must be accurate

Format of some Data Elements (D/E) may change

Some Business and Technical Transitional Rules (BRT/TRTs) will no longer apply

New control message introduced (TR060) when goods are selected for control at destination

New Business Rules and Conditions – details emailed to software providers on 2 December 2024

Final Mode(FM)
v
Transition Period (TP)

Key changes

Changes to the level at which information can be provided e.g. supporting documents and transport documents can be entered at all levels

Multiple consignors can be entered at House Consignment level

The House Consignment level has been increased from 99x to 1999x. The max number of items on a transit declaration is 1999x

How to classify your goods – 6-digit HS code required

- 6-digit HS code required on all NCTS-P5 declarations (T1 & T2)

- Mandatory from **21 January 2025**

- For goods eligible for relief under a Transfer of Residence (Council Regulation 1186/2009) the following code may be used to classify personal property: 9905 00

    Supports available to you
    ➢ TARIC
    ➢ Classification Unit email: tarclass@revenue.ie
    ➢ Revenue website - Classification

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Errors you can avoid when completing a transit declaration in NCTS-P5

- Safety & Security information is required - Input 0 where you are not including the S&S data and input 2 where you are including the S&S data on your transit declaration. When initiating a national transit, the Security Indicator should equal 0

- Goods should not be moved from the office of departure until the IE029 (released for transit) message has issued. These declarations will be rejected at destination. (**The fact that a MRN has issued doesn't mean the declaration is released**)

- Binding itinerary defines the route for the goods from Office of Departure to Office of Destination. If binding Itinerary =1 then the route of the goods may not deviate from the itinerary. Best advice is to tick '0' for binding itinerary

- The guarantee amount must be entered on the transit declaration. You should not enter a value of ``0``. The Guarantee Reference Number (GRN) must be correct to avoid a rejection

- A Presentation notification is always required in respect of a pre-lodged declaration (D type)

Note - when completing the IE044 (unloading remarks) message in NCTS-P5

Where the IE044 (unloading remarks) message conforms, the sequence number at the house consignment level should equal 0

If the IE043 (unloading permission) message has number of seals = 0, then the 'state of seals OK' data element on the IE044 (unloading remarks) message should be blank – there are no seals

Authorised Consignor (ACR) and Authorised Consignee (ACE) information

Outbound transit declaration

- Declaration Data IE015 (D1)

    Include ACR -Authorisation number**

    Type = C521 - ACR

    Reference number = authorised consignor authorisation number

- If the number is not valid the declaration will be rejected

Inbound transit declaration

- Arrival notification IE007

    Include ACE -Authorisation number**

    Type = C522 - ACE

    Reference number = authorised consignee authorisation number

- If the number is not valid the arrival notification will be rejected

The authorisation numbers are available in the link below:
Customs Decisions reference number validation
** Include the correct ACR/ACE number and not an EORI number

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NCTS-P5 –Future **Enhancements**
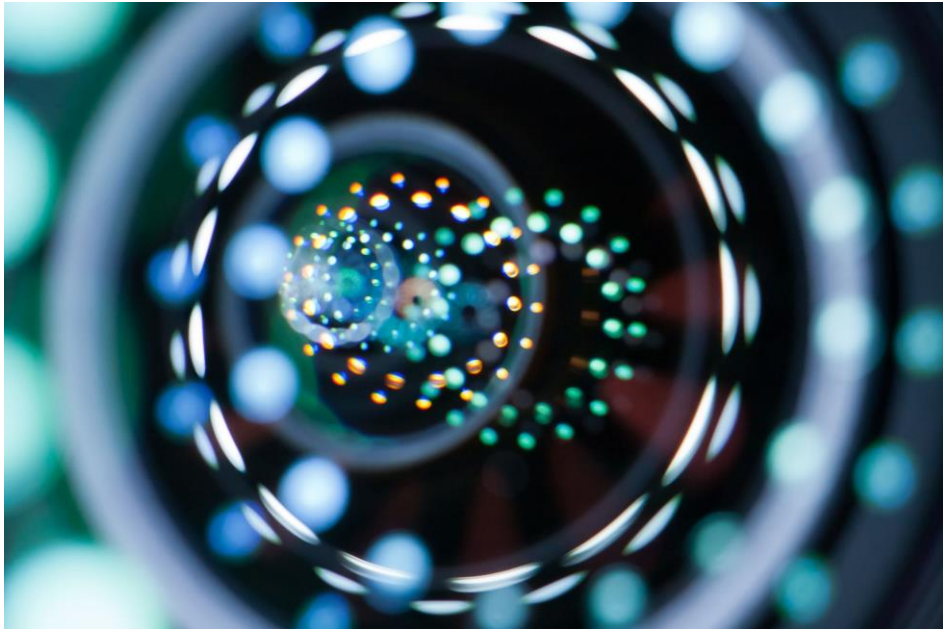
Facilitate electronic registration of 'Incidents en route' with a new office role called Office of Incident Registration

Interface with AES to support the scenario 'Export followed by Transit'

Guarantee balance enquiry using IE034 message

D3 for traders (shippers & airlines) who use the ETD as a Transit declaration for goods entering or departing Ireland

NCTS- P5 and Export followed by Transit (EFBT)

- The export MRN will be referenced on the transit declaration

- The status of the export declaration must be one of the following states
  ' AER created', 'Goods presented at exit' or 'Goods ready to be released'

- An export MRN can only be referenced on one transit declaration

- The Transit MRN is entered into the PBN and there is no requirement to enter the export MRN in the PBN as this is referenced on the transit declaration

- When the transit formalities are completed, the export movement is closed out

EFBT won't be available until a future release. In the interim export declarations should be closed out as they are today.

EFBT - Union Goods (T2) going to an Authorised Consignee Premises (ACE) in GB

AES — Export declaration lodged in IE

Office of export (DUB100)

Office of exit (DUB100)

MRN allocated and declaration green routed

NCTS-P5 — Transit declaration lodged and MRN of the export declaration is referenced in previous document data element

Office of departure (DUB100)

Office of transit (GBPort)

Office of destination (ACE in GB)

Goods leave IE on a ferry to GB

PBN created which will include the transit MRN (export MRN should not be included in the PBN)

Goods arrive at the Authorised Consignee Premises (office of destination) in GB

Transit is closed and NCTS-P5 will interface with AES to close the export movement

NCTS-P5 and Risk Analysis

- All transit declarations will be electronically risk analysed <u>in the future</u>

- Where the declaration hits a risk profile, the following interventions may be required:
  - Physical
  - Documentary

- Where supporting documentation is required, this should be uploaded via NCTS-P5

- For simplified transit (inbound & outbound) the 15-minute window will remain for now.

NCTS-P5
Inbound Movements

Truck driver disembarking the ferry arriving from GB

Two Channels

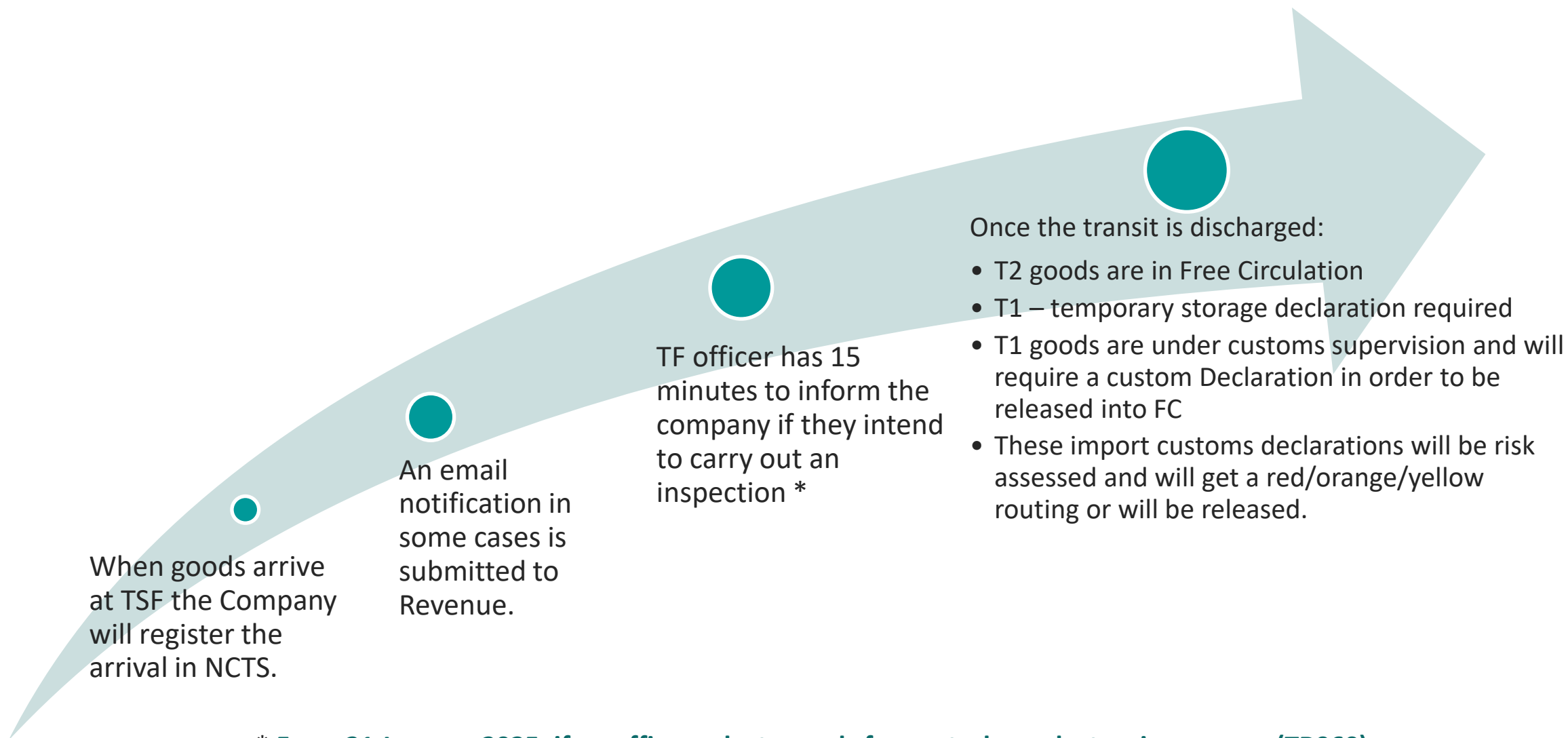✅ **Exit the Port**

⏳ **Call to Customs**

T1 transit ending at the TSF the driver will receive an `Exit the Port` channel provided the Office of Destination is correctly declared (i.e. IEXXX200 or IEXX400) on the Transit Declaration.

Office of transit (IEDUB100/IEROS100) must be declared for crossing into the frontier to IE
If there is a Safety & Security risk identified on the ENS, the driver will get a `Call to Customs`

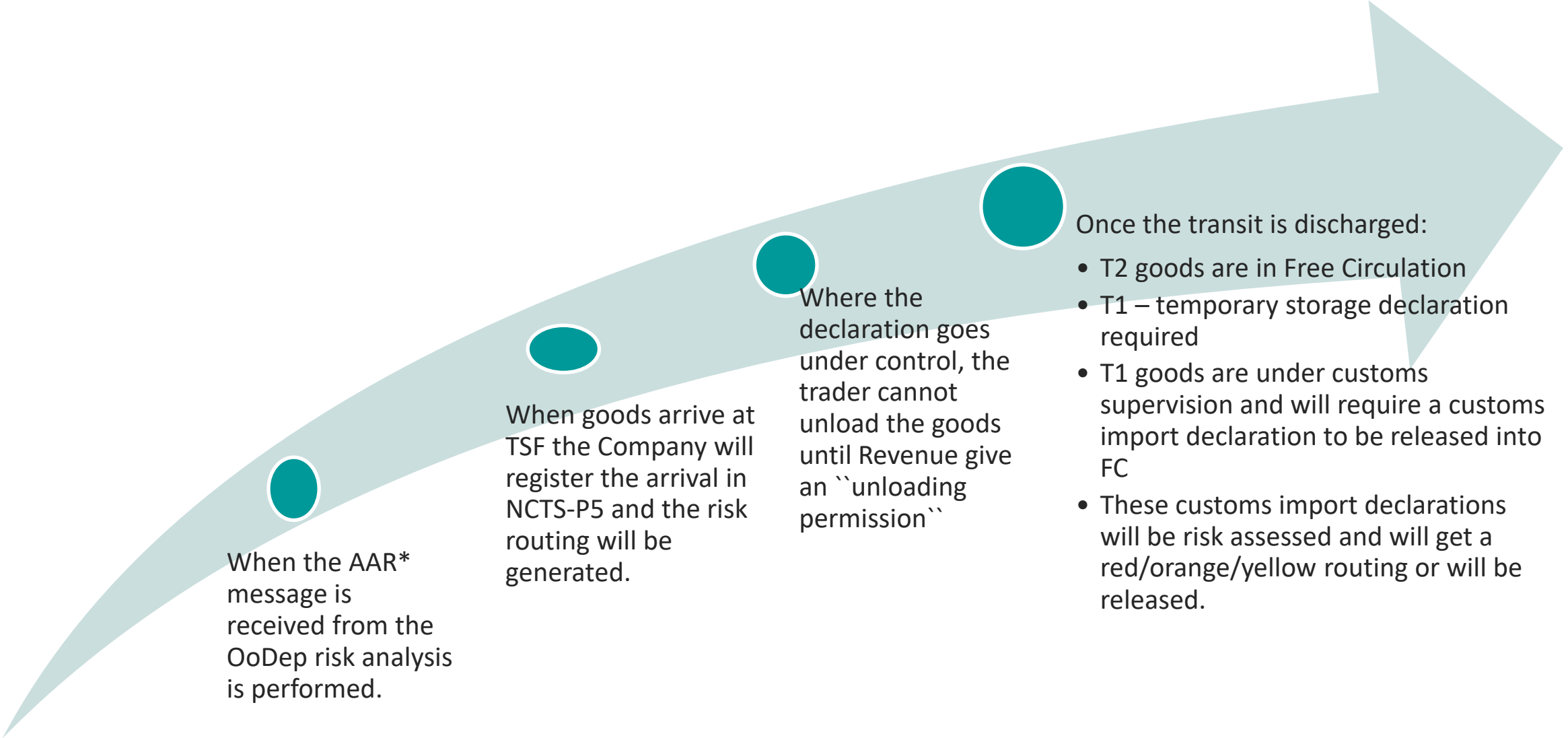T1 not ending at a TSF will get a `Call to Customs`
Where the officer is satisfied all import declarations have been lodged, the officer will register the arrival in NCTS-P5

Inbound Simplified Movement - Arrival of goods at TSF today

When goods arrive at TSF the Company will register the arrival in NCTS.

An email notification in some cases is submitted to Revenue.

TF officer has 15 minutes to inform the company if they intend to carry out an inspection *

Once the transit is discharged:

- T2 goods are in Free Circulation
- T1 – temporary storage declaration required
- T1 goods are under customs supervision and will require a custom Declaration in order to be released into FC
- These import customs declarations will be risk assessed and will get a red/orange/yellow routing or will be released.

* From 21 January 2025, if an officer selects goods for control, an electronic message (TR060) will issue to the Authorised Consignee

Inbound Simplified Movement -Arrival of goods at TSF when electronic risk analysis is in place and the transit declaration is routed orange/red. (Future development)

When the AAR* message is received from the OoDep risk analysis is performed.

When goods arrive at TSF the Company will register the arrival in NCTS-P5 and the risk routing will be generated.

Where the declaration goes under control, the trader cannot unload the goods until Revenue give an ``unloading permission``

Once the transit is discharged:

- T2 goods are in Free Circulation
- T1 – temporary storage declaration required
- T1 goods are under customs supervision and will require a customs import declaration to be released into FC
- These customs import declarations will be risk assessed and will get a red/orange/yellow routing or will be released.

AAR - Anticipated Arrival Record

NCTS-P5
Outbound Movements

Outbound Transit Movements on a RORO Ferry to or via GB

- PBN (Pre-Boarding Notification) is mandatory for RORO movements going to or via GB.

- PBN will not get a `good to proceed to check-in` status until all the transit declarations are at the correct status (movement released).

- Outbound (simplified or normal) transit declarations must be at "Movement Released" state to be entered into HMRC GVMS **(Goods Vehicle Movement Service).**

Normal Outbound
- If the transit is cut at the Port (normal transit), the load must be presented to the office of departure.

- In NCTS-P5 once a normal transit declaration is lodged an MRN is assigned however the driver will still need to present to Customs for an officer to register the guarantee and release the movement.

- Once the transit declaration associated with MRN is at the correct status, the PBN can be `checked in`.
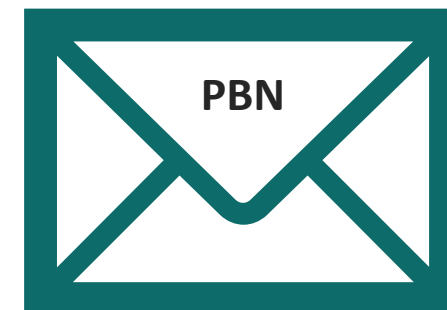
Outbound Transit Movements on a RORO Ferry to or via GB

Simplified Outbound

- Where the transit is initiated by an Authorised Consignor the movement will be released for transit after 15 mins unless an officer intervenes.

- The goods can leave the premises and the transit MRN should be entered into the PBN.

Introduction of electronic risk analysis in the future

- Once electronic risk analysis is in place, all transit declarations will be fully risk analysed (fiscal and S&S) and the 15 -minute timer will no longer exist.

- Where the declaration goes under control, the goods cannot leave until the intervention is worked and the transit is released.

Public Interface Testing (PIT)

- A free service available 24/7 to anyone planning to use NCTS-P5. Support is available 10:00 to 16:00 for incident resolution.

- Simulated environment with declaration scenarios behaving as they would in NCTS-P5.

- Supports submission and processing of additional declaration activities such as movement messages, cancellations and amendments to assure the full scope of declaration scenarios.

- Not for performance testing - only for validating and assuring declaration processing

- PIT is not a live service - No connections to any other Revenue system. There may be performance difference between NCTS-P5 and PIT. Doesn't create legal declarations.

- Queries about PIT should be sent by raising a ticket through the PIT Service Desk

- PIT environment now caters for final mode testing

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Thank you for your attention

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Join the NCTS-P5 mailing list for the latest updates on NCTS-P5
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